

Panhard Rod Installation

Please read all instructions before starting

Important Note.

With all of the following steps appropriate safety equipment must be used, this includes but is not exclusively, axle stands, safety glasses or goggles, and personal protection equipment. It is essential to follow safe working practices at all times.

Before we start to fit our Panhard Rod please read the following.

Most of the questions we get about fitting a Panhard Rod are about which way round the crossmember pivot is mounted, 'should the crossmember pivot be fitted to the right or left'?

From a function point of view on a road car it makes little difference to how the rod operates. On all cars the crossmember should be mounted so that the pivot is on the right side of the car (when viewed from sitting in the car facing forward).

NB. On vehicles that have an external rear mounted fuel pump, (approx 1982-1997) the aluminium fuel pump mounting plate should be temporarily removed to allow the Panhard crossmember to be fitted, the fuel pump and mounting plate is then refitted. The following picture shows the mounting plate, fuel pump and pipes.



Panhard and Crossmember correctly mounted to give clearance on cars with fuel pipes in this location. Other models/years do not have these pipes.

Contents list of kit.

- Panhard Crossmember, painted black
- Panhard bar with 2 rod ends and locknuts (item 2. In photos)
- 2 spring clamps (item 3. In photos)
- 4 off 5/16" UNF long bolts and nyloc nuts for spring clamp
- 8 off 5/16" UNF x 3/4" bolts and nyloc nuts for Crossmember to chassis
- 1 off 7/16" UNF X 2" long bolt with nyloc nut, Panhard rod to spring clamp
- 1 off 7/16" UNF X 2" long bolt (this is pre assembled to locate rod eye into the crossmember pivot point, this is just to facilitate packing and transit and may be removed prior to fitting the crossmember)

Step 1.

Raise the rear of the vehicle to a convenient working height, place axle stands under the rear axle and chock the front wheels. Check vehicle security on the axle stands before getting under the vehicle!

Step 2.

Place the Panhard Rod crossmember temporarily in place, clamp with either G clamps or Mole grips. The crossmember is correct when the Pivot (item 1.) is to the Right side of the vehicle (see photo above and below).

Note. The cross member should be clamped up against the fuel tank floorboard and placed as central as possible in the chassis.

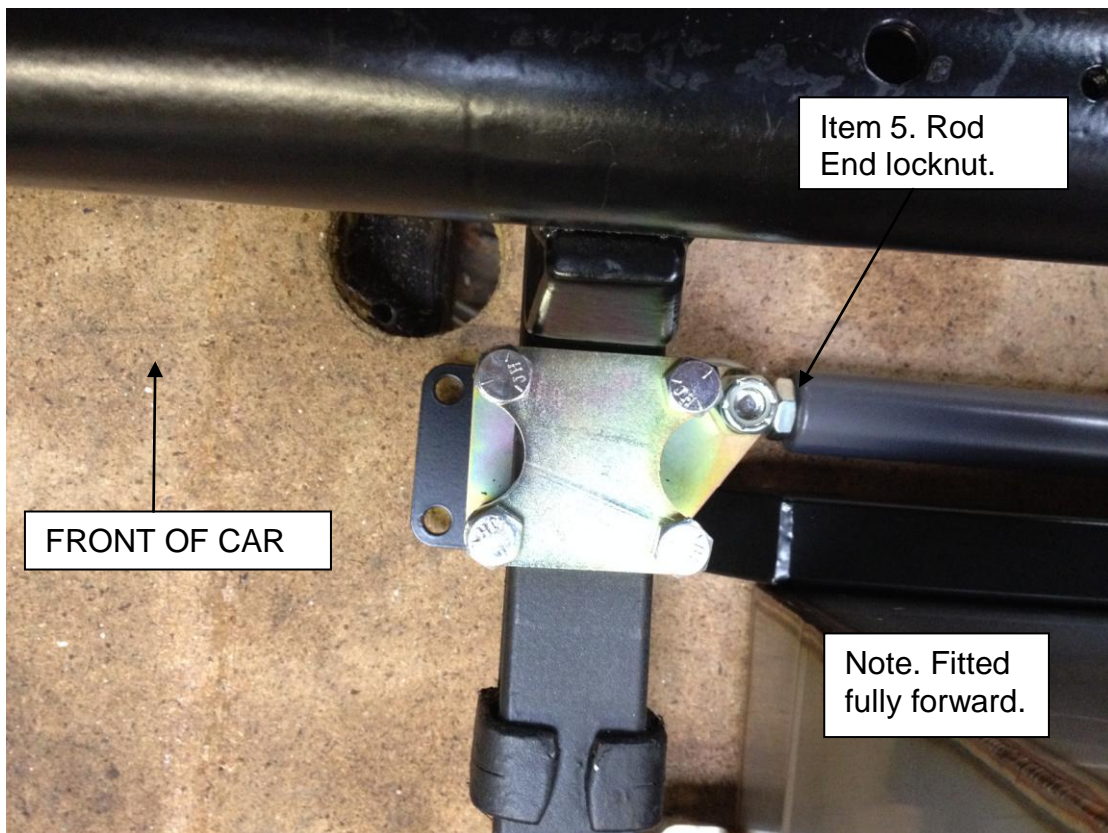
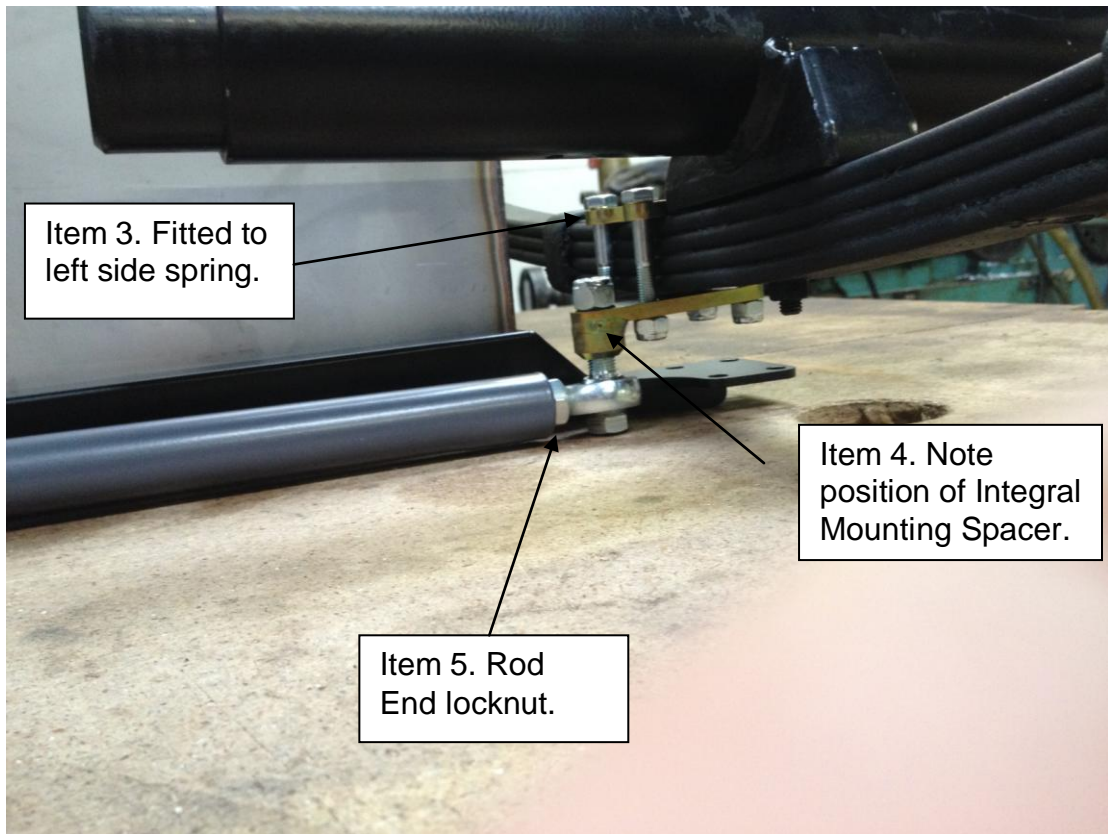
Step 3.

Drill through from the underside the 4 mounting holes at each end and fit the crossmember.

Step 4.

Fit the upper part of the spring clamp (item 3.) to the left side spring assembling the bolts through the upper plate and lowering it into position. Fit the lower part of the spring clamp plate with the integral-mounting spacer (item 4.) pointing downwards, and tighten the supplied nuts and washers. (See photo)

N.B Ensure the spring clamp assembly is positioned so that it is against the U-bolt spring mounting plate on the axle (i.e. as far forward as possible)



Step 5.

Fit the Panhard rod tube to the crossmember pivot (item 1.) with the bolt supplied. Note the rod ends in the Panhard rod tube are right and left hand threaded to allow alignment, turning the rod will lengthen or shorten it.

The Panhard Rod End bolts should pass through without resistance, if they do not adjust the rod by slowly turning it until they do.

Now re-check alignment of the bolt and bolt hole in the spring clamp adjust if required, finally tighten Rod End lock nuts (item 5.).

Step 6.

Finally check all fastenings for security.

Carefully remove the axle stands and return the vehicle to the floor.

NB. After 200 miles recheck the security of ALL fasteners and mountings.